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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENCES AT THE
OFFICE.
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
**HONGKONG WEEKLY
PRESS,**
with which is incorporated the
CHINA OVERLAND TRADE EXPORT,
Subscription, paid in advance, \$12
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Hongkong Daily Press.

ESTABLISHED 1857

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1.15 p.m. to 1.45 p.m. ... Every 15 minutes
1.45 p.m. to 2.15 p.m. ... Every 10 minutes
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11.00 a.m. to 12.00 Noon ... Every 15 minutes
12.00 Noon to 1.00 p.m. ... Every 10 minutes
1.00 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m. to 6.00 p.m. ... Every 10 minutes
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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymous or signed communications that have already appeared in other papers will be inserted.
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The Daily Press.

HONGKONG, JULY 22ND, 1908.

As each fascicle of the Customs Reports for 1907 is published the curiosity of all who are interested in the attempt made by the Chinese Government to stop the smoking of opium will naturally lead them to look for the remarks the various Commissioners have to make regarding the effect of the Opium Edict on the statistical returns of the drug at the various ports. We have before us Vol. II, which deals with the Yangtze ports, and we cannot say that the information this batch of reports contains will bring much joy or gladness to the heart of the reformer. Taking the port of Ichang as coming first in the series, there is here little or no demand for the foreign drug only 120 piculs being imported in 1907, and 240 in 1906, and the whole of this was re-exported. But when we turn to the native opium statistics we see that, notwithstanding attempts made to restrict the use made of native opium, the returns, in which the drug appears as an export, are doubled, the increase amounting to over 4,000 piculs. Coming next to the port of Shao, the Commissioner reports that opium, always a small commodity in the Shansi returns, shows an increase for the year of 11 piculs more than the highest importation of the previous five years, namely 78 piculs against 67 piculs in 1904. The Commissioners at Yehow and Hankow have "no remarks" to make on the subject. At Kiating 1,836 piculs of Malwa valued at Hk. Tls. 1,121,000 were imported, as against 1,435 piculs valued at Tls. 925,000 in 1906.

Of Patna, 37 piculs, valued at Tls. 18,000 were imported, an increase of 13 piculs and Tls. 4,000 over the figures for 1906. It is mentioned that the price of Malwa decreased 5 per cent per picul and Patna about 17 per cent, but the Commissioner does not suggest that there is any relationship between the decline in price and the increase in the import. Of native opium he remarks that formerly little or none passed through the Customs, but in the latter half of 1906 when the differential duty in favour of junk borne opium was abolished, 495 piculs of Szechuen opium, valued at Tls. 192,000 arrived by steamer from Ichang. In 1907 the quantities similarly imported largely increased, the importation being 5,295 piculs valued at Tls. 1,241,000. About 1,060 piculs of native opium, value Tls. 465,000, were sent away, chiefly to Wuhu and Shanghai. At Wuhu the import of foreign opium was 2,427 piculs, being an increase of fifty per cent. on the 1906 figures, and the largest importation since 1900. But the Acting Commissioner of Customs adds that this increase does not necessarily imply that a larger quantity of opium was actually consumed; "it seems to indicate that, owing to cheaper prices, the native drug was to some extent replaced by Indian opium." Unfortunately the statistical tables at the end of the report do not enable one to make a comparison of the import of native opium with previous years, and we may merely note that the quantity reported by the native Opium Office as passing through their hands last Chinese year was 1,410 piculs of which 1,121 were imported through the Maritime Customs. Coming now to Nanking, we find the statistics showing an increase of 171 piculs in the import of Malwa, a decrease of 151 piculs in Patna, and an increase in Szechuen and Yunnan opium from 24 piculs in 1906 to 125 piculs in 1907. Finally we come to Chinking where the import of Malwa rose from 2,452 piculs in 1906 to 3,264 piculs in 1907, but the crop of Native opium is stated to have been about 80 per cent of that grown in 1906.

The explanation of the increase in the opium imports in several of these places is assumed to be that the more affluent consumers were laying in stocks in anticipation of the establishment of a Government monopoly which would lead to an enhancement of the price. That is the explanation given at Chinking and at Nanking also. It was rumoured that a Government monopoly office was to be established at Nanking which was to provide the drug for a large part of the province. When it became known that the plan could not be carried out, a consignment of 141 chests of Malwa opium was not landed at Nanking but returned to Shanghai. At Chinking the rumour had the effect of causing wholesale dealers to part with their stocks at reduced prices, and they thus missed the "handsome profits" that were to be made later when the rumour proved to be premature. But in spite of the unpromising character of the statistics there are not wanting evidences that the movement against opium smoking in many districts is a popular one. The Commissioner at Nanking says he has been told that the number of old smokers has lessened considerably. "Moreover, the younger generation is almost free from the habit, and the consumption of opium will nearly or altogether cease during the next generation in this part of China." The Commissioner at Ichang, who regards the measures taken to suppress opium smoking as too abrupt, and thinks a better course would have been to annually increase the duty and limit on opium until people could not afford to indulge in the pipe, observes, however, that not only are the officials strongly against the drug, but the people generally appear to have risen up against its use and to have lent their support to stop the evil. He fears however, that the people may take up with a worse evil such as "bad gin," or "bad cigarettes." According to the Commissioner, "many of the cigarettes now sold in such large quantities may be safely said to be as poisonous, if not more so, than opium itself." But that is another story. Our purpose has been simply to point out that coincidentally with all the talk about the suppression of opium, smoking, the returns for last year, at least, seem to show a rather substantial increase in the import of both native and foreign opium at the Customs stations in the Yangtze region.

Six cases of plague, four fatal, were reported yesterday.

A meeting of the Legislative Council will be held to-morrow. Questions will be asked by the Hon. Mr. Stewart as to the Widows and Orphans' Fund and the Bill for the transfer of the fund is down for second reading. A new bill is announced, an Ordinance to amend the Evidence (Colonial Statutes) Ordinance, 1908.

A London paper mentions that Lady Legard has arrived from Hongkong, and is staying with Lady St. Helier at 53, Portland-place.

It appears that the circulation of photographs of a white seaman whose dead body was found in the harbour last week has resulted in his being identified. Deceased was Herman Grater, a fireman employed on the s.s. "Roider."

The Chetties and Chetty community of Singapore are suing the "Straits Times" Press, Limited, as the proprietors of the "Straits Times" newspaper, to recover \$50,000 damages for an alleged libel printed in the "Straits Times" of January 21 last. The case was opened before the Acting Chief Justice, Mr. A. G. Loo, at the Supreme Court, on the 14th inst., but on the following day the further hearing had to be adjourned owing to the illness of one of the Counsel for the plaintiffs.

Dr. Heanley, who in the absence on leave of Dr. Hunter, reports on the work of the Bacteriological Institute for 1907, comments on the steadily increasing importance of the work of preparing vaccine lymph. The number of tubes issued was 13,065, of which 5,975 were issued free. This represents a great increase on the issue in previous years. Dr. Heanley remarks:—"The quality of the lymph has been maintained at a very high standard. The maintenance of a highly active vaccine lymph in the tropics is a matter of great importance and is more difficult than at home. It is stated in books on tropical medicine that the protection against small-pox produced by vaccination lasts for a comparatively short time in the tropics. This is with very little doubt due to the poor quality of the lymph formerly used. Vaccine lymph rapidly deteriorates in the tropics, if passed through a series of calves. The method of reinforcing its strength by passage through rabbits originally recommended by the French Vaccine Commission of 1903 and used with good results in India and elsewhere has been used here and has given very good results in my hands."

FLOOD FUND BAZAAR.

At a largely attended meeting of the committee held on Monday afternoon at the Chinese Commercial Union's Rooms, Mr. Fung Wa Chun presiding, the chairman reported that over \$50,000 had been realized from the Bazaar, but the exact figures were not yet obtainable. It was decided that this money should go towards forming the nucleus of a new fund to be called "The Flood Relief Fund" under the charge of the committee which conducted the Bazaar. It was arranged that the money realized by the Bazaar and relief fund was to be used to construct dykes or water walls in the affected districts, and that another appeal to the public be made for more assistance, as it would require much more than the \$50,000 on hand to do any effective good. It was further decided that the co-operation of the Tung Wa Hospital be solicited. Mr. Fung Wa Chun and seven others were elected from the committee to proceed to Canton by Tuesday evening's steamer to interview the Charitable Institutions, and secure their co-operation, and also to make arrangements with the Viceroy to have a gun boat to convey the members of the committee and others working on their behalf, such as assistants, etc., to the affected districts. A hearty vote of thanks was passed to the foreign and Chinese friends who had given donations towards the Bazaar. Votes of thanks to the Chairman (Mr. Fung Wa Chun) to the Vice Chairman (Mr. Ho Kom Tong) to Mr. Chan Kang U, who supervised the different stalls, to the Press, and to many others were passed. Already the following sums have been promised to the new fund:—

The Shing Woo Company	\$1,000
The Yan Woo Co.	1,000
The Ching Shing Co.	1,000
Mrs. Chan (mother of Mr. Chan)	1,000
Kang U, commodore to Douglas	
Laprak & Co.	\$1,000

The committee beg to acknowledge with thanks the further following donations:—
Hon. H. E. Pollock ... \$100
Mr. B. Layton ... 25
A Friend ... 50
A.S. ... 10
Mr. Wassamull A'somall, assortment of valuable lacquer ware.

FATAL ACCIDENT AT THE NAVAL YARD EXTENSION.

A few days ago a native employed at the Naval Yard Extension met with a violent death. He carried coal to one of the engines which were utilized in pumping out the wells in the Dockyard. It appears to be the custom of these coal carriers to complete their work in a couple of hours and sleep their shift away. The man in question had provided sufficient coal to last until the end of his shift. Then he sat facing one of the wells and fell asleep. He had been warned by the foreman and others engaged in his immediate vicinity to avoid such a dangerous part of the works, but the warning fell on deaf ears. He had slept in the same parts before, and he would do it again. But he did it once too often. It appears that on awakening suddenly, he was startled forward and went headlong into a well 65 feet deep. There was no water in the well, consequently he was smashed beyond recognition, and the battered remains were removed to the public mortuary.

LATEST STEAMER MOVEMENTS.

The Boston S.S. Co.'s str. *Suvaric* arrived at Manila on the 17th inst.
The Boston S.S. Co.'s str. *Sumic* arrived at Tacoma yesterday.

The Court of Appeal on the 20th ult. decided that Limerick competitions conducted by the Manchester newspapers constitute a lottery.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

OLD AGE PENSIONS.

LONDON, July 21st.
The Old Age Pensions Bill has passed the second and third readings in the House of Lords.

REVOLUTIONARY GOVERNMENT IN TUNIS.

LONDON, July 21st.
A Revolutionary Government has been established at Monastir.

THE BALKANS.

LONDON, July 21st.
The Turkish Army Corps has revolted.

SENSATIONAL AFFAIR IN PAHANG.

SINGAPORE, July 21st.
A gang of fifteen Chinese attacked the district surgeon, Dr. J. W. Barrack, and a contractor named McLean, near Gambang resthouse, Kuantan, Pahang, on the 15th inst. Dr. Barrack was killed and Mr. McLean was severely wounded. The murderers escaped, taking with them \$8,000.

[REUTERS' SERVICE.]

PERSIA.

LONDON, July 19th.
Telegrams received in St. Petersburg from Tabriz report that a mob of some thousands, excited by harangues of priests, proceeded to the Baghishan quarter to demand the withdrawal of Rakhim Khao. The latter's horsemen fled unresistingly on the approach of the mob, and the town is once more in the hands of revolutionaries.

JAPAN'S POLICY.

LONDON, July 19th.
At a lunch given by Sir Benjamin Stone, M.P., at the House of Commons, at which were present Mr. Balfour, Baron Komura, and Sir Robert Hart, Baron Komura, replying to the toast of his health, said that the change of government in Japan did not mean a break in the continuity of Japanese policy. Japan would continue to devote her energies to the improvement of her internal resources.

FRANCE AND RUSSIA.

LONDON, July 19th.
President Fallières, and M. Pichon, Minister of Foreign Affairs, have left Paris on a visit to the Scandinavian courts, and afterwards to the Tsar at Reval.
President Fallières on leaving Dunkirk, declared that the object of his journey was to draw closer the ties of friendship and the alliance on which depended the good relations of the nations of Europe, and maintenance of the peace of the world.

RUSSIA.

LONDON, July 19th.
At St. Petersburg, the Council of the Empire has approved the budget for 1908, this being the first budget to receive the sanction of the legislature. The Minister of Finance emphasized the gradual restoration of Russia's credit, and the enhancement of Russian securities, which were ten to thirteen per cent higher than in 1906. He also referred to the signs of improvement in the economic life of Russia.

MACEDONIA.

LONDON, July 19th.
An officer has shot, and seriously wounded General Osman Hidayet, commanding a Mountain, while the latter was in the act of sending to the garrison a telegram from the Sultan. This outrage appears to substantiate the report that a number of officers have notified the authorities at Constantinople that unless thirty-eight arrested officers of the "Young Turkey" party are liberated, all Generals in Macedonia will be killed.
The garrison of Turkish has mutinied.

NEW USE FOR SUGAR-CANE.

India is a large cane-growing country, and it will probably interest those concerned to learn that samples of paper pulp manufactured from mague (expressed sugar cane) have been received from Trinidad by the Board of Trade, London. The process of conversion has been discovered by Mr. B. de Lencastre, of Port of Spain, and it is stated to be applicable also to bananas and other indigenous vegetation. It is understood that the product is shipped to the United Kingdom for further treatment, and that several shipments have already been made. The "India Trade Journal" suggests that this matter is worth investigating by those controlling Indian sugar-cane fields.

SUPREME COURT.

Tuesday, 21st July.

IN CRIMINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR F. PIGOTT).

ALLEGED MANSLAUGHTER.
Lau Kung and Un Wal Tak were charged with murder. The Attorney-General (Hon. Mr. Ross Davies), instructed by Mr. Dennis, from the Crown Solicitor's office, presented, and the Hon. Dr. Ho Kai, instructed by Mr. H. K. Holmes, defended.

The jury, was empanelled as under: Messrs. P. Tester (foreman), E. Humphreys, F. G. Carroll, G. Beck, H. Rapp, D. Silas, A. A. C. Berlinger.

The Attorney-General said the two prisoners were before the jury on a charge of willful murder, but he proposed in the exercise of his discretion and having considered the evidence, which he would submit to them to invite the jury to return a verdict upon the charge of manslaughter only. On the 15th June the deceased man came from Canton and next morning went to the house of a friend, a classman, where he had his morning meal. Deceased asked his classman to fetch the first defendant who owed him money. Lo Nam, his classman, went out and returned with the first defendant. A conversation took place as to some loan and the two men went out together. About an hour later the deceased returned alone and made a communication to Lo Nam as to what had taken place and intimating that the first defendant was to come back in the course of the afternoon. Deceased then prepared some document in expectation of the return of No. 1, but as the latter did not return as promised the deceased and his friend went out to look for him after the evening meal. Ultimately they met him in Des Vaux Road Central and the three returned to the shop of Lo Nam. A conversation between the deceased and No. 1 as to the loan which the latter owed the former took place, and finally the first defendant said he would borrow money at a place in Des Vaux Road West. Thither they went.

Lo Nam remaining outside while the other two went upstairs. After an interval of half an hour the first defendant and another man came down and made a communication to Lo Nam as to whether he really owed the money to the deceased or not, to which Lo Nam replied that he knew nothing about it. What took place in the house was rather important. A woman who resides on the third floor would tell them that she saw the deceased and the first accused enter the room together followed by a little later by the second accused. The first accused said the deceased quarrelled, the latter alleging that the former owed him money. Deceased was the first to strike or lay hands on the other and then both men fought. The second defendant joined in the fight, and in the words of the woman "they were chasing one another round the room." Blows were exchanged and the deceased ran out on to the verandah and jumped over. Another witness was the master of a boarding house who would tell the jury that he saw No. 1 standing in front of the door to prevent the deceased from going back into the room while the other man was fighting with the deceased. Then he saw the deceased go over the verandah. Whether he was pushed or not the witness could not say. He ran downstairs to help the injured man and the police were sent for. The two men were taken to the Police Station where two documents were found on No. 1. These documents, the prosecution submitted, were the property of the deceased and related to the mortgage. The deceased spoke to his friend but died soon afterwards. The theory of the Crown was that if this man was in bodily fear and had a well grounded apprehension that further violence would be done to him as would endanger his life, prisoners would be answerable for the consequences of his fall as much as if they had thrown him over the verandah themselves.

When the case for the Crown was closed, the jury found there was no evidence on which they could convict and the prisoners were discharged.

A HONGKONG TRADE MARK CASE.

DECIDED BY THE PRIVY COUNCIL.

We learn that a telegram has reached the Colony announcing that the Privy Council has allowed the appeal in the famous trade-mark case *Leuba Freres v. Ullmann & Co.* with costs in Messrs. Ullmann & Co.'s favour. This litigation, which refers to the trade mark on watches imported by the parties to the action, had been in progress since 1902. In 1906 an application for an injunction was heard by the Chief Justice (Sir Francis Pigott), who gave judgment in favour of the plaintiffs. The defendants appealed to the Full Court, when His Honour the Chief Justice delivered a very lengthy judgment against the appellants. Mr. Justice Wills's judgment was in their favour. Messrs. Ullmann & Co. carried the case to the Privy Council with the result above stated.

It is understood that Mr. E. H. Sharp, K.C., formerly of Hongkong, was one of the Counsel engaged in the case. Messrs. Ullmann & Co. were represented by Mr. Sharp was counsel in the case (instructed by Messrs. Wilkinson and Grist) when the case first came before the Supreme Court. On his leaving the Colony Sir Henry Berkeley K.C. was instructed.
Mr. C. D. Wilkinson is in London in connection with the case, as also is Mr. John Hastings whose firm was instructed on the other side. Mr. Justice Wills being also at home, it is probable that the Hongkong Bench and Bar were well represented at the hearing of the case.

We understand that the costs of this litigation will amount to something like \$60,000.

APPARENTLY DEAD.

NOT VERY MUCH ALIVE.

Although they are occupied sufficiently with genuine cases, it often happens that the police are called out on false alarms. Such a case occurred on Monday night when an apparently, distraught woman made her appearance at the East Point Station and reported that a woman was lying dead in her passageway. A sergeant was immediately despatched with a dead cart, and lost no time in arriving at the stated locality. There he was surprised to find a woman lying almost stark naked at the entrance to a Chinese flat. He approached and took the apparently dead woman by the arm with the object of lifting her into the dead cart, when she astonished the sergeant by upbraiding him in the vigorous language of a woman very much alive. He explained to her his mistake in bringing the dead cart, but when she saw this, the woman's language was more purple than ever, and although the sergeant might have charged her with using abusive language he did not. He left hurriedly, and the coolies who pulled the dead cart appeared just as anxious as he was to get clear of the house on finding the woman so very much alive.

CANTON.

(FROM OUR CORRESPONDENT.)

THE FLOOD.

His Excellency Viceroy C.ang has issued an appeal to all the Viceroys and Governors of Provinces to co-operate with him to raise the sum required to relieve the distress in the Two Kwang provinces caused by the recent floods.

The authorities are requested to stimulate the zeal of the wealthy in their respective districts. The sum required is about two million taels and the money collected would be advanced as a loan. The Viceroy himself subscribed a portion of his salary towards the fund. His appeal gives full details of the disastrous effects of the flood in the different districts, and states that such a calamity is unprecedented in the annals of the province.

The inauguration of the Flood Fund Bazaar here will take place on the 31st instant. The committee have already received numerous valuable gifts from the gentry, merchants, and girl schools. The Bazaar is to be open for seven days and nights. A charge of 50 cents is to be made for admission.

ANOTHER SEIZURE OF ARMS.

It is reported that a big seizure of arms and ammunition has been made in Kungmoon, the value being stated as \$10,000. The arms were to be conveyed to a family in Sun-Wai where a clan dispute was going on. This will no doubt end the dispute as one of the belligerents will certainly get into serious trouble over the matter.

DULLNESS OF TRADE.

One of the principal industries in Fat-Shan is the manufacture of cotton cloth. This has been a flourishing industry in that City for several decades and gave employment to thousands of men and women. It is carried on in hand-looms and many of the weavers work in their own houses. Over a million dollars of this textile are annually manufactured and sold in the interior and other provinces. The cloth is chiefly manufactured from imported foreign cotton yarn. It is reported that the demand for the native cloth this year has diminished considerably. Recently almost half the number of shops dealing in this article have closed down, reasons given being dullness of trade, bad harvests and keen competition of foreign goods.

FIRE.

In your issue of the 18th instant you gave a summary of the fire which occurred in the Viceroy's Yamen. Here are further particulars:—Owing to an unsatisfactory explanation concerning the origin of the fire His Excellency the Viceroy has ordered the arrest of the two servants of his clerk Ting, and sent them to the Nam Hoi.

They were tried by the Chief Magistrate Chang. When questioned both prisoners stated that they have been in Ting's employ for the last eight years and during that time they had never committed any fault or blunder. On the morning in question their master as usual locked his door, hung the key outside and went to his breakfast. There was no lamp burning in the room and nobody was smoking opium. They only knew the place had caught fire when they saw smoke coming from the direction of the room. The same questions were put to them many times but elicited the same answer. They denied all knowledge of the origin of the fire. The case is adjourned for further trial.

CANTON-HANKOW RAILWAY.

The local authorities have received a telegram from Peking stating that an Imperial Edict has been issued appointing H.E. Chang Chi Tsang as the Chief Superintendent of the Canton-Hankow Railway Company. It is believed that the above announcement will give satisfaction and pacify the hot-headed and troublesome Cantonese shareholders.

THE SAGAN-GOULD ROMANCE.

It was recently telegraphed by our London correspondent that the Sagan-Gould marriage had taken place in London. We learn from mail papers that notice of the approaching marriage was published in Paris. The bride was Mme Anna Gould and her marriage with Prince de Sagan of Italy had been opposed by her brother, Mr. George Gould. He finally consented, however. Had the marriage taken place without his consent the bride's large fortune would have reverted to the Gould family.

The Prince de Sagan is the eldest son of the Duc de Talleyrand, and a direct descendant of Napoleon's famous Foreign Minister.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on July 21st at the Board Room. Mr. C. McI. Messer (president), presided, and there were also present Hon. Mr. W. Chatham (Vice-President), Hon. Mr. E. A. Irving, Lieut.-Colonel Reid, B.A.M.C., Messrs. Shelton Hooper, H. Humphreys, Lau Chu-pak, and the following officials: Dr. Pearce, (Medical Officer of Health), Dr. Macfarlane, (Assistant Medical Officer of Health), and A. Gibson (Secretary).

NO SLIGHT ON THE SANITARY BOARD IMPLIED.—The following reply from Government, relative to the question of permitting water closets in buildings in Kowloon, was read:—

Colonial Secretary's Office,
30th June, 1908.

SIR,—I am directed to acknowledge the receipt of your letter No. 4766 of the 25th instant, forwarding Mr. Shelton Hooper's remarks at the meeting of the Board held on the 23rd instant, concerning the amendment made by the Legislative Council in section 162 of Ordinance of 1903. The amendment was unanimously adopted by the Council in Committee on the Bill, and looking to the fact that modifications often of a comparatively trivial nature in individual buildings require under the Ordinance the approval of the Governor-in-Council, it would appear to be an anomaly that that approval should not equally be required in a matter of such enormous importance as the introduction of water closets. That the power of final approval should be vested in the Governor-in-Council does not therefore imply a slight on the Sanitary Board any more than the final approval in the other cases referred to.

F. H. MAY.

Colonial Secretary.

Mr. HOOPER.—Sir, Why I called attention to the letter the Government sent down to us informing us of the reason why they had made that change, which I characterised as a slight on the Board, was on account of reasons given at the Legislative Council as reported in "Mansard" for making the proposed change. The Colonial Secretary stated that "in defiance of medical opinion consulted, the Board had decided to permit water closets at Kowloon." It was for these reasons I thought it was a slight on the Board, but now the Government have written down and did not reiterate that reason, I am satisfied with having called attention to it as the reasons first stated are not the reasons now stated.

ADMINISTRATIVE HEAD'S INSTRUCTIONS.

The following are the instructions for the guidance of the Administrative Head of the Sanitary Board:—

(1) The head of the Sanitary Department shall lay on the table of the Sanitary Board not later than the 31st March in each year the proposals for important changes in the draft estimates of expenditure for the department for the following year together with proposals for making recommendations to Government for including in the estimates of public works extraordinary works, of a Sanitary nature such as latrine, market, sanitary improvements, etc., and shall bring these estimates and proposals before the Board for discussion at the next ordinary meeting after that date.

(2) He shall consult the Board in regard to changes in the methods of procedure for giving effect to bye-laws relating to disinfection of infected premises, domestic cleanliness and ventilation, entry and inspection of buildings, prevention and mitigation of epidemic, endemic or contagious disease.

(3) He shall keep the Board informed of any changes in the organisation of the Sanitary Staff which he may deem it necessary to carry out.

(4) He shall consult the Board (a) before recommending the selection of candidates for the staff of inspectors in England; or the appointment of such candidates in the Colony; (b) before recommending to Government the grant of leave of absence to European members of the staff; (c) before recommending to Government the dismissal or degradation of any members of the European staff.

(5) He shall lay on the table at each ordinary meeting of the Board, complaints of the public against any member of the staff.

Mr. HOOPER.—It is not stated from whom these instructions emanate, though probably from the Government. I would not limit the class of bye-laws. Section 2 should read "all bye-laws."

CATS AND PLAGUE.

The following minute from the COLONIAL SECRETARY was submitted regarding cats as plague preventers:—

YOUR EXCELLENCY—I attach an extract from the *British Medical Journal* containing an article on the value of cats as plague preventers. We owe it to the research of Dr. Hunter that hitherto inhabitants of Hongkong have been discouraged from keeping cats. For Dr. Hunter discovered that cats, pigs, fowls and other of the lesser animals suffered from plague—an absolute or almost absolute immunity. The Indian Commission have established that plague in a rat is practically unknown. Your Excellency suggested in Memo. 3407/1907 that special inducement should be held out to house-holders to keep cats. I suggest that this might be done by commencing to the Board who might be asked to encourage the keeping of cats.

There is no doubt. My house some three years ago became infested with rats upon whom the rat-catchers of the Sanitary Board could make no impression—they caught one about one month old. I then invested in a cat which cleared my house in a few weeks of rats which have not appeared since.

His Excellency's reply to the Hon. Mr. May was "I thoroughly concur. I have thought this sometimes, and I regret I did not emphasise my opinion more. My only regret is that I shall also see the last of our singing birds."

The MEDICAL OFFICER OF HEALTH intimated.—With regard to the effect of cat keeping in the incidence of plague, the following points might be of interest.—Out of 598 houses in Saiyung-pun district cats were found in 204; out of 25 cases of plague on these ground floors 23 occurred in floors where no cats were kept, and three only where a cat was kept; out of 71 cases of plague in upper floors, 51 were in houses where no cat was kept on the ground floor, and 20 where cats were kept on the ground floor. Out of 97 cases, 74 occurred where no cat was kept on the ground floor, and 23 where cats were kept on the ground floor. Out of 210 houses with cats on the ground floor, 187 had no cases notified in them, while 23 had cases notified.

Lieut.-Colonel Reid intimated.—I thoroughly agree with the suggestion in the Colonial Secretary's minute.

Mr. EMMETT HOOPER.—I think the idea of keeping cats excellent, and quite in accordance with what the Colonial Secretary says as to their utility. But it is very difficult to keep cats any length of time, as the Chinese steal them.

Mr. HUMPHREYS.—Establish an annual cat show and award prizes for best rat-catchers and cats that have most kittens; abolish staff of plague inspectors; supply all Europeans with earplugs gratis.

Mr. LAU CHU-PAK.—An excellent idea. I have been keeping cats in my house a good many years, and so far my servants and neighbours have not stolen a single one of mine yet. One, however, was fired at by an English neighbour for making a noise.

The REGISTRAR GENERAL.—From the Sanitary Board point of view it won't matter if they are stolen. They will be catching rats all the same.

The PRESIDENT suggested that a committee go into the matter as to how they could best encourage Chinese to keep cats. The committee should consist of the two Chinese members, the Registrar-General, the President and the Colonial Veterinary Surgeon.

This was put in the form of a motion, seconded by Mr. HOOPER, and agreed to.

A SANITARY SURVEYOR'S LEAVE.

Mr. A. Carter applied to the Board for permission to commence his leave of absence on September 1st.

The PRESIDENT wished to know if this application should be considered confidentially.

Mr. HOOPER.—I think it is only fair to Mr. Carter to say in public that he thoroughly deserves his leave, and that I should strongly recommend the Governor to grant it from September 1st. No man has done more for sanitation in this Colony than Mr. Carter, and in the respective offices which he has held for the last seven years he has carried out his duties faithfully. Personally, I agree with Mr. Lau Chu-pak that Mr. Carter's leave should be granted, and that the work he is now engaged on—cubicle work—should stand over until his return.

Mr. LAU CHU-PAK endorsed Mr. Hooper's remarks.

The PRESIDENT.—I shall inform the Government that the Board has no objection to granting leave to Mr. Carter.

MORTALITY STATISTICS.

Based on a death rate per 1,000 per annum the mortality statistics for the whole Colony show a percentage of 38.4 for the week ended 4th instant, and 29.5 for the week ended 11th instant, as against 25.6 for the corresponding week of last year.

LAT RETURN.

The rat return laid on the table showed that up till July 18th, 383 rats had been destroyed, and none of these were found to be plague infected.

MARINE MAGISTRATE'S COURT.

Tuesday, July 21st.

BEFORE HON. COMMANDER BASIL R. H. TAYLOR, R.N. (MARINE MAGISTRATE).

"KATHERINE PARK'S" COOK CHARGED WITH THEFT.

The chief cook of the s.s. "Katherine Park," Li Foo, appeared before his Worship on a charge of stealing ship's stores while at sea, and pleaded not guilty.

Captain W. H. Copp stated that on the 7th June last, the chief steward and second steward came to him and lodged a complaint against the defendant, the truth of which he investigated. Before the complaint was brought to him, he had noticed that the ship's stores were going very fast, especially flour, as much as 50 lbs. being used in one day for only thirteen Europeans.

The doctor, purser and clerk were Japanese, who ate rice, but very little flour. Lard and sugar also mysteriously disappeared in the same way. After he received the complaint, three bags of flour, each containing 50 lbs., lasted for a week. The ship was carrying steerage passengers only. There were no saloon passengers on board. The thought occurred to him that defendant most probably was selling food to the steerage passengers. These passengers were not served with rations by the ship. The time charterer had a compradore who fed them, and they had their own cooks. It was not until the defendant's duty to cook for them.

About a fortnight before the complaint reached him the compradore came and reported to him that he had run out of flour. He did not notice that the consumption of the ship's flour increased after this.

The case was adjourned, and defendant was released on bail in the sum of \$50.

How TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Orem's Charmants, Lard, Charms and Special Skin Tonic and Poudre.

Charms will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. E. Watson & Co., Ltd., Sole Agents.

THE BIRTHDAY OF QUEBEC.

THE LESSON OF THE TERCENTENARY.

His Royal Highness the Prince of Wales is due to reach Quebec to-day, the 22nd inst., to participate in the Tercentenary celebrations. The Hon. Rodolphe Lemieux (Postmaster-General of Canada), has written the following article for the *London Standard* on the occasion.

There are two distinct movements taking place by side throughout the great movement that will culminate in the magnificent pageants now so near at hand—first, the celebration of the Tercentenary; second, the nationalisation of the Quebec Battlefields. The one carries the mind back for three centuries to the actual origin of Canada as a separate community; the other, when the advent of the French and the English, the planting of the flag of France on the mighty rock which Kingston has so well deserved as the "eastern pillar of Canada"; the other takes us back to a point precisely midway in our three hundred years of history, when destiny, after long coquetting with France and England by turns, as if uncertain into whose hands a gift so rich as our fair Canada should fall, gave it in keeping for all time to the English race, though as if in gratitude for what the children of France had done in planting here the foundations of civilisation, leaving to the French race also its share of hope and glory in the building of the new nation that should inherit the ideals and traditions of the two parent lands.

The Tercentenary celebration, while appealing to all who love the picturesque and romantic in history, affords a special opportunity to those who are of Champlain's tongue and blood to recall the unflinching courage, the indomitable perseverance, and the statesmanlike prescience of the man who may be said to have literally started Canada on its career. Of these qualities I need cite no other evidence than the fact that Champlain, with fewer than thirty voyagers, and with no more than a few French and Canadian in the interests of the new land with which he had identified himself; voyaged, he it remembered, accomplished in wretched little sailing ships of from 50 to 100 tons burthen only, with all the imaginable dangers and discomforts of such travel; and second, that his far-seeing and prescient, not only the founders of the new world, but must come to it, caused him to be an earnest advocate early in the seventeenth century of the construction of that transatlantic canal which our neighbours, the United States, are building to-day. The memory of Champlain truly deserves all the honours that we of this generation may pay it.

Of the other phases of the approaching pageant at Quebec, the nationalisation of the battlefields, there is no need to say, though I should like to say that I should like to see it at its best. Here is a project, indeed, that appeals with equal force to those of French and English blood, that touches sympathetic chords all over the widespread Empire of which Canada is a part, and elicits a responsive echo even in the United States. British, French, Canadian, Americans, alike have their deepest feelings stirred by the memories evoked by the battlefields of Quebec, but of the host of heroes whose shades walk on the Plains of Abraham, or about the precincts of the ancient city, those who stand out with a steady radiance, undiminished as the centuries roll on, are Wolfe and Montcalm. Each was of the finest mould of man; each represented aptly the ideals of his race; and each yielded his life with the cheerfulness of true patriotism and honour. Two such names, shining out together in the dawn of our history, seem to light up the whole of the past.

So it is that of the many battlefields of Quebec, that which witnessed at once the transfer of the vast Empire of Canada to Britain, and the deaths of two great and gallant soldiers, is that which makes the most powerful appeal to the emotions, and which it is especially desirous to rescue from neglect and misstatement.

To his Excellency the Governor-General belongs the honour of advocating that the Tercentenary should be made memorable by associating with it this great movement. No thing could have been taken up in being carried out with such enthusiasm and with the thought that the enthusiasm with which the execution of the project has been taken up is being carried out, Canada itself was the prize of the battles fought on this precious soil, and on Canada properly falls the duty of preserving and beautifying the battlefields, and handing them on to excite the reverence and affection and to stimulate the patriotism of successive generations of Canadians; but some practical plan in the work is being, nevertheless, taken also by the people of the Mother-Commonwealth. Is it not an object lesson to see the boys of England and the nurseries of her statesmen and scholars and generals, taking up a collection among themselves for the same object as that to which the school children of Montreal and Quebec, Ottawa and Toronto, are subscribing?

To have the Governor-General of Australia and the Legislature of the new Canadian province of Saskatchewan each adding to the fund? To know that England is sending the King's son, the distinguished Chief Justice, to take some part in the great occasion?

And what shall be the outcome of it all? It is much more than one hundred years since the last battle was fought at or around Quebec. There is in these battlefields no legacy of sadness or bitterness to this generation. The two races of Canada have long since joined hand in hand in working out the great destiny of this continent. Americans and Canadians, too, are regarding each other from either side of the bonneted feeling. The British Empire is becoming more and more a mighty instrument for peace. Let the setting apart of the Quebec battlefields, then, become a seal upon a compact making peace for all time between the nations, whose dead lie buried there. The compact need not be the less real because it may remain unwritten. Let us do each our share in bringing this about, and the Quebec Tercentenary will not have been in vain.

TRUTH ABOUT THE STEEL 'COMBINE.'

With regard to the so-called world-wide steel "combine," a Newcastle correspondent says:—"An association of purely British Companies, having together a more than sufficient tonnage of steel-making capacity, is being formed, and it will be known as the Associated Steel and Iron Works. The object is to secure the Midland angle makers, the Scottish steel makers, and the British joint rollers, who will work together on a basis of preferential treatment as regards prices and conditions of members of the association as against outsiders. Several important firms are still standing out."

A Glasgow correspondent reported the arrangement of a "comprehensive trade combine" of makers of bridge and structural iron and steel work. It was evidently the negotiations for this arrangement which gave rise to rumours about the world-wide steel "combine."

HONGKONG AND OPIUM.

The following appears in the *Westminster Gazette* of June 16th:—

The Rev. G. A. Wilson, secretary of the Society for the Suppression of the Opium Trade, writes: "May I be allowed to place before your readers the following, just to hand, from the 'Malay Mail,' dealing with the cable of May 12, when it was stated that the Hongkong opium monopolists threatened to claim for compensation should the opium resolution by the House of Commons be carried out. Mr. Loke Yew, the wealthiest man in the Federated Malay States, and holder of the present and only Hongkong opium farm, has been interviewed by the correspondent of the 'Malay Mail,' the leading paper of the Malay States, published at Kuala Lumpur. He says that 'Reuter's cable is untrue, and that he never made such a statement, as his agreement with the Government provides that it can be broken at any time by the Government stopping the traffic. He himself will welcome the gradual suppression of opium, and will put no opposition in the way of the Government.'"

The *Singapore Free Press* says:—With reference to this, published at the time the commencing paragraph that appeared in the 'Malay Mail.' It is necessary to remember that Mr. Loke Yew is not the only holder of the Hongkong Opium Farm; it is one of many. It is not, therefore, inconceivable that some of his partners in Hongkong may have expressed their view of making a claim for compensation without Mr. Loke Yew's knowledge. Before the denial of Mr. Loke Yew is accepted, also, it should like to be known by whom the cable was gained. One Kuala Lumpur contemporary, who is careful to publish it as communicated to that paper, is in a very good position, and sufficiently independent, to obtain a first-hand expression from Mr. Loke Yew, which it apparently has not done. Mr. Loke Yew is a highly respected and wealthy Chinaman, but his knowledge of English was never very strong, and even his Malay takes some knowing. Perhaps the 'Malay Mail' could give an opinion as to the authenticity of this statement of Mr. Loke Yew, as it is certainly being made use of by the Anti-opium people at home.

TRADE AND COMMERCE.

BIG FAILURES IN PENANG.

The Penang correspondent to the "Times of Malaya" writes on July 10:—The bazaar here is still in a rotten state, and, during the past few days, there have been a couple more big failures. A Chinese firm, a piece-goods dealer, has failed with liabilities of \$30,000 and a Kling piece-goods dealer has done the disappearing trick, leaving behind him debts of \$40,000.

DEPRESSION IN PENANG.

A deputation of influential Chinese residents of Penang has approached the Resident in connection with the financial depression at present existing throughout the State in various industries. They asked that Government lend the miners of Penang money to carry on the working of their mines; that Government reduce house assessment from 12 per cent. at which it is at present, to 10 per cent.; make reductions in the railway freight charges; delay collection of mining rents and various other measures of relief.

THE HONGKONG TRADING SOCIETY.

The general balance sheet and profit and loss account of the Netherlands Trading Society to December 31, 1907, show that after deducting current expenses and writing off bad debts, and with the addition of the balance brought forward from 1906, the net profit amounted to \$245,104, out of which, after providing for the Statutory reserve to the extent of \$31,205, a dividend of 8 per cent has been declared.

The profit and loss account shows that 225,827 was earned on commission, interest and exchange and \$160,633 from estates in Netherlands India. The amount written off for bad debts was \$23,196, while \$126,341 was written off stocks and debentures.

THE COTTON SPINNING INDUSTRY IN JAPAN.

According to the *Chugai Shogyo*, the cotton spinning industry in Japan during the first half of the current year showed a diminution both in output and exportation as compared with the corresponding period of last year. Below are the details:

	This year.	Last year.
Output	Piculs. 455,780	Piculs. 501,452
Exports	Piculs. 98,967	Piculs. 132,894

As will be seen from the above, there was a decrease of 45,702 piculs and 39,927 piculs in output and exports respectively for the first six months this year. As for the demand on the domestic market, it is estimated that 358,813 piculs were consumed this year against 365,304 piculs of the first half of last year.

BRITISH NAVAL GUNNERY RECORDS.

The writer on the fleet's gunnery records in the "Evening Review" recalls that when the "Terrible" had been doing record shooting in China the present Commander-in-Chief of the China Squadron, the Hon. Sir Hedworth Lampton, prophesied that if Admiral Scott's "system of training" were universally adopted and ordered by the Admiralty the shooting of the Navy would improve by 50 per cent. About the same time Lord Charles Boreasford threw himself into the fray, and made the following statement at a dinner given at the Savoy Club:

"There was no one in the British Navy at the present time to whom we owed more than to Captain Percy Scott. These were not his own views; they were the views of the officers generally in the fleet. He was the man who, by his own indomitable energy, had taught the officers of the navy the best way of teaching the seamen gunners how to lay a gun; by his own example he showed every other ship in the navy."

"His 'doctrine' was now a service of the navy, and every other ship had now copied the methods employed by Captain Percy Scott. Like all reformers, he had an uphill; he had been misunderstood even, and he had had the old ladies of both sexes against him. Next to the Admiral, the most important thing was to have a man—the peer of a gun who could shoot straight. If he (Lord Charles) had six ships with gunners trained by Captain Scott, he would be ready to bet that they would shoot as well as the best of the fleet."

The quotation is of special interest at the present moment, when Lord Charles has had an opportunity of congratulating Admiral Scott's flagship on its "brilliant" shooting. Naval officers who have borne the heat and burden of the day during the past few years of the progress of the navy with particular interest and appreciation of the services which the writer has done to the cause of truth, in contradiction to the half-truths and misrepresentations which have been current during the past few months, and have sought to shed discredit upon the devotion of the fleet's Naval and Military Record.

BOAR'S HEAD BRAND GUINNESS' STOUT CONNOISSEURS' CHOICE

COMPARISON WOULD PROVE THAT BOAR'S HEAD BRAND IS SUPERIOR TO OTHER BRANDS IN BODY AND FLAVOUR, QUALITY AND STRENGTH.

WHEN ASKING FOR GUINNESS STOUT, SEE THAT YOU ARE SUPPLIED WITH THE BOAR'S HEAD BRAND.

PRICE 4 DOZEN QUART BOTTLES	\$19.00
" 1 " PINT BOTTLES	5.00
" 8 " PINT BOTTLES	24.00
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SOLE AGENTS: H. PRICE & CO., LTD.

WINE, SPIRIT & CIGAR MERCHANTS, 12, QUEEN'S ROAD CENTRAL.

THE DEVELOPMENT OF HANKOW.

The following is an extract from the report of Mr. F. A. Aglen, Commissioner of Customs at Hankow, on the trade of that port in 1907:—

During the past year building has been actively carried on in all the Concessions, and especially the older ones—a sure indication of the growth and prosperity of the port. Among public buildings commenced and projected are three municipal buildings for the Russian, German, and British Concessions respectively. The former British municipal building and an adjoining portion of the Band have been transferred to the Imperial Maritime Customs, and the Custom House, situated on the Band and midway between the city and Concessions, will in future be more accessible to the public and in touch with business quarters. The completion of the British and American Tobacco Company's cigarette factory on the German Concession should have a favourable influence on the company's Yangtze trade. Electric light has been installed throughout the British Concession and on the Russian and French Concessions by the Hankow Light and Power Company, and a similar service is rendered the German Concession by a Germany company, whose plant is now running.

Steady progress has been made on the Hankow Waterworks—begun in May, which are situated on the north bank of the Han, about 34 miles above its junction with the Yangtze. The site has been protected by a band on the river face and banks, the top levels of which are 53 feet above Custom House datum. The settling tanks are nearing completion and some progress has been made with the filter beds; work has also begun on the lower water tunnel leading to the intake well in the bed of the river. Altogether, about a mile of pipes has been laid. Some 2,500 men are employed on the works. When completed they will be capable of delivering 5 million gallons in a working day of 16 hours. There will be a reserve of 10 million gallons at the works, and the water-tower will contain 300,000 gallons at a height of 100 feet above the level of the Han-Road. The process adopted is the most up-to-date for river water, consisting of aeration, sedimentation, and filtration. Orders have been placed for 60,000 tons of cast-iron pipes; three compressors, each capable of lifting 2,500,000 gallons 100 feet in 16 hours; three main pumps, each capable of lifting 2,500,000 gallons 250 feet in 16 hours; and electric plant for driving condensing machinery. The construction work under the direction of Mr. R. B. George Moore will be finished in 1909.

The railway to the North continues to attract traffic of all kinds—passenger and goods; in fact, there is at times an insufficiency of rolling-stock to bring down all the freight offered. The weekly express to Peking has been accelerated, and now performs the through journey in 28 hours instead of 36 hours as heretofore. The cars are well appointed and the journey can be made with as much comfort as is usually to be met with in other parts of the world. The line has been supplied free from accidents during the year, with the exception of the derailment of a goods train in October, which caused some damage to rolling-stock and delayed the departure of the express for 24 hours. The like receipts for rail-borne merchandise amounted to about 250,000 dollars. A month's work is better communication between the railway and the various stations wharves in the Foreign Concessions. It is true that a siding has been run down to the bank of the Yangtze on the German Concession but negotiations for similar accommodation in the British Concession have so far been unsuccessful. The Railway Company possesses, of course, at its Gare Fluviale a well-constructed band and plenty of track accommodation, but, except to land its own stores, it can provide shipping with no facilities there, and it will become years before extension down river can be advantageously taken to the port.

On the Yueh-Han, or, as some think it ought more properly to be called, Yueh-Wu, line, little progress can be reported, though there are signs that more active measures may soon be looked for on the Hunan section. The Ch'uan-Han, the third of the three trunk lines which will radiate from Hankow, and by far the most difficult and costly undertaking of the three, is also under discussion.

AMERICA AND ASIATICS.

The "San Francisco Chronicle" points out that the smugglers of coolies into America continue to baffle immigration officials. It says:—

Still the smuggling of Orientals across the American border goes merrily on. The Federal authorities are convinced that there is a ring at work with agents in California and in Mexico. Officers of the local Immigration Bureau are baffled by the ingenuity of the Orientals who are able and the endurance of the Orientals who are able to stow away in boxes and barrels and endure privation to get into this country.

A rather prepossessing young Korean woman, 20 years of age, was so eager to get into the United States, where she could earn more money than at home, that she was willing to undergo a long and arduous journey to San Francisco yesterday, along with twenty-five Japanese, but a big Russian was also approaching the act of sneaking across the border.

In all, twenty-seven men came through on a Southern Pacific train under guard of deputy sheriffs and in primitive style, but the plucky woman was given accommodation in a tourist sleeper. Upon their arrival here they were all put aboard the steamship Asia, which is to embark for the Orient to-day.

The Japanese were gathered up at El Paso, Eagle Pass and Tucson, the Russian at Tucson and the Korean woman at Eagle Pass.

While the Rio Grande is fordable all summer at El Paso, down at Eagle Pass it is about the width of Market street and ranges in depth from two to eight feet. The Korean woman did not know the depth, but she struck boldly in, wading where she could and swimming where it was necessary, but her efforts were vain, for she was taken into custody soon after she reached the American side.

Warfare is so low in Mexico in competition with the native Americans that the hope of reaching employment in the nearby United States was a great temptation for this young woman. One of the most desperate attempts to smuggle coolies into this city was discovered on June 4th, when sixteen Chinese were found in a freight car shipped as machinery. They were accidentally found by a railroad policeman before they could escape. He looked the door upon them and notified the Immigration officer, and the Asiatic were taken to the Alameda County Jail. They had come all the way from Mexico, living on crackers and water.

Last February twelve Chinese were found dead in boxes at El Paso, Texas. They had been shipped from Mexico, but the trip proved too much for them.

In the same month twenty-seven Chinese who had been brought up from New Mexico for deportation made a break for liberty in the Southern Pacific Company's yards in this city. Seven of them made good their escape.

In May seven Chinese who had got into the country illegally were captured at Santa Ana. They were making their way north in an automobile in charge of a Los Angeles chauffeur.

SHIPPING NEWS.

THE P. AND O. FAR EASTERN SERVICE.

A Colombo paper states that it is intended in the early autumn to place at the disposal of passengers between Japan and Shanghai the Company's s.s. "Oriental," which will maintain a fortnightly service from Yokohama, connecting at Shanghai with the homeward mail steamers. The transit from Yokohama to Marseilles by these means will occupy 37 days, and to London 44 days, the local voyage—Yokohama-Shanghai—being performed in 80 hours. The s.s. "Malla," will be withdrawn from the China Mail Service in November, and assigned to the intermediate passenger lines to Calcutta or Japan, as occasion may require.

MAN OVERBOARD.

The Captain of the s.s. "Shropshire" reports an incident which took place during the voyage to Colombo. On the morning of the 4th instant, a coal trimmer slipped and fell overboard, whilst sitting on the side of the rails. The alarm was given at 8.33 a.m. by the second engineer from the bridge. The ship was instantly stopped and two life boats were lowered by the 4th officer picked up the man in an exhausted condition, after his having been in the water for sixteen minutes. He was attended to by the surgeon of the ship and was able to return to his work the same evening.

STEAMER STANDSTILL.

The steamer *Cowrie*, Captain W. I. Daniel, which arrived at Colombo on July 13th, was stranded in latitudes 12 degrees 33 minutes, and longitude 43 degrees 57 minutes. The steamer *Ormsley*, which was bound from Salford to Singapore with a cargo of salt, got stranded on June 23 in the Gulf of Aden. At about 8 a.m. the same day the *Cowrie* sighted her and noticed she was in distress. At about 1.30 p.m. the *Cowrie* was in distress. At about 1.30 p.m. the *Cowrie* was in distress. At about 1.30 p.m. the *Cowrie* was in distress.

Further assistance, the *Cowrie* went on her way. Captain Daniel did not know what damage had been done, but officers and crew were quite well. The steamer *Ormsley* is a British vessel of 4,158 tons gross 2,730 tons net.

NOTICES TO CONSIGNEES

Documents translated from or into Classical or Colloquial Chinese.

SHIPPING.

ARRIVALS.
AMIRAL EXETER, French str., 3,144, Jons
 21st July—Havre and Singapore 17th July.
General Messageries Maritimes.
BENGALURU, British str., 2,679, McMillan, 15th
 July—London 6th June, and Singapore 15th
 July, General—Gibb, Livingston & Co.
CARL DREIBACH, German str., 744, T.
 Kayser, 21st July—Hainburg and Hainburg
 20th July, General—Jensen & Co.
DEUCALION, Brit. str., 4,478, J. Riepenhausen,
 21st July—Singapore 16th July, General
 —Battfield & Swire.
HONGKONG, British str., 2,555, R. S. Bainbridge,
 20th July—Peking and Singapore 15th
 July, General—Chinese.
IOHANO, British str., 2,224, E. J. Tadd, 20th
 July—Calcutta 15th July, and Singapore
 15th, General—Jardine, Matheson & Co.
LEUSCHNER, British str., 1,215, H. Harder,
 21st July—Newcastle 15th July, General
 —Battfield & Swire.
METRO, Chinese str., 21st July—Canton.
NUMANTIA, German str., 2,804, H. Feldmann,
 21st July—Portland 20th June, and Moji
 15th July, Flour—Portland Asiatic S.S. Co.
WINGANG, British str., 1,517, D. A. King,
 21st July—Wuhu 15th and Chinkiang
 17th, Rice—Jardine, Matheson & Co.
ZAVIRO, British str., 1,616, E. Kogers, 20th
 July—Manila 18th July, Hemp & Sundries
 —Shewan, Tomes & Co.

CLEARANCES
AT THE HARBOUR MASTER'S OFFICE.

21st July.
Chinkiang, British str., for Foochow.
Evros, British str., for Chinkiang.
Kukiang, British str., for Shanghai.
Leungchow, British str., for Canton.
Mahila, German str., for Hainburg.
Sado Maru, Japanese str., for Singapore.
Shohu Maru, Japanese str., for Swatow.
Wingang, British str., for Canton.
Yean Maru, Japanese str., for Sourabaya.

DEPARTURES.

21st July.
CALEDONIAN, French str., for Europe, &c.
CHINGWANG, British str., for Saigon.
CHOISIN, German str., for Swatow.
CROCHON, Japanese str., for Swatow.
EMPIRE, British str., for Australian Ports.
FALSTON, Norwegian str., for Saigon.
HAILAN, French str., for Hainburg.
HAINBURG, British str., for Canton Ports.
LAUNTING, British str., for Singapore.
MONTKARE, British str., for Nankai.
SHINAWA, Japanese str., for Seattle.
SWOOTH, British str., for Singapore.
TAKING, British str., for Manila.
TIENSHIN, British str., for Swatow.

SHIPPING REPORTS.

The British str. **Hongkong** reports: Strong
 monsoon to the Port and then light South
 Westerly to port.
 The British str. **Wingang** reports: Moderate
 S.W. winds and sea squally with rain.
 The British str. **Zaviro** reports: Fresh to
 moderate S.W. winds and heavy rain squalls
 rough sea.

VESSELS IN DOCK.

July 21st.
ADAMANT DOCKS—**Sorogon**, **Courfield**,
Cranley, **Katharine Park**, **Locken**, **Holstein**.
COSMOPOLITAN DOCKS—

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING,"

Capt. Passmore, will be despatched for the
 above Ports on FRIDAY the 24th July,
 at 2 P.M.

A Reduction of 20 per cent. on First Class
 Fares to Fochow will be made during the
 months of July, August and September.

For Freight or Passage, apply to
DOUGLAS, LAFFRAK & Co.,
 General Managers.

Hongkong, 21st July, 1908. 1097

"SHIRE" LINE OF STEAMERS

LIMITED.

FOR LONDON, HAMBURG AND

ANTWERP.

THE Steamship

"FLINTSHIRE,"

will be despatched for the above Ports on
 or about the 25th August, 1908.
 For Freight and Passage, apply to—
SHEWAN, TOMES & Co.,
 Agents.

Hongkong, 20th July, 1908. 1093

AUSTRIAN LLOYD'S STEAM NAVI-

IGATION COMPANY.

STEAM FOR

ROME AND TRIESTE (DIRECT),

Calling at SINGAPORE, PENANG,
 CALCUTTA, COLOMBO, ADEN,
 SUEZ and PORT SAID.

Taking Cargo at through rates to the Brazils
 to PERSIAN GULF, RED SEA, BLACK
 SEA, LEVANT, YENICE and ADRIATIC
 Ports.

THE Company's Steamship

"NIPPON,"

Capt. T. Tarabochia, will be despatched as above
 on or about the 25th July.
 This steamer has capital accommodation for
 passengers, electric light and carries a doctor.
 For information as to Passage and Freight
 apply to

A. SANDER, WILSON & Co.

Principal Agents.

Hongkong, 26th June, 1908.

"GLEN" LINE OF STEAMERS.

FOR LONDON, HAMBURG VIA

SUEZ CANAL.

THE Steamship

"GLENSTRAE"

Captain J. Macgillivray, will be despatched as
 above on 1st August, 1908.

For Freight, apply to

McGREGOR BROS. & GOW.

Hongkong, 13th July, 1908. 1092

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL...	DEVANHA	Brit. str.	—	T. H. Hild, R.N.R.	P. & O. S. N. Co.	On 25th inst., at Noon.
LONDON & ANTWERP VIA SUEZ CANAL...	GLENSTRAE	Brit. str.	—	J. Macgillivray	McGREGOR BROS. & GOW	On 1st August.
LONDON, HAMBURG & ANTWERP	FLINTSHIRE	Brit. str.	—	—	SHEWAN, TOMES & Co.	About 25th August.
HAVRE & HAMBURG VIA STRAITS, &c.	ISTRIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	SAKONIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 9th August.
HAVRE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 23rd August.
HAVRE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 24th September.
MARSEILLES, ANTWERP & HAMBURG &c.	C. FRED. LAEISE	Ger. str.	k.w.	—	Schwabhammer	On 20th September.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TOUBANE	Fr. str.	—	—	HAMBURG-AMERIKA LINIE	About 30th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BINGO MARU	Jap. str.	—	A. Christiansen	NIPPON YUSEN KAISHA	On 4th Aug., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CATHAY	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 5th Aug., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SPERZA	Jap. str.	k.w.	—	NIPPON YUSEN KAISHA	On 5th Aug., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAMO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	About Middle of Sept.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ LUDWIG	Ger. str.	—	—	NIPPON YUSEN KAISHA	On 12th Aug., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIPPON	Aus. str.	—	—	NIPPON YUSEN KAISHA	On 29th inst., at Noon.
NEW YORK VIA PORTS & SUEZ CANAL...	MONTEOSE	Am. str.	—	—	SANDER, WILSON & Co.	About 25th inst.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL...	SCUYLEKILL	Brit. str.	—	—	STANDARD OIL CO.	On 11th August.
VANCOUVER VIA SHANGHAI JAPAN &c.	EMPEROR OF CHINA	Brit. str.	1 m.	—	STANDARD OIL CO.	About 27th inst.
VANCOUVER VIA SHANGHAI JAPAN &c.	GLENFAR	Brit. str.	2 m.	—	STANDARD OIL CO.	On 28th inst., at 4 P.M.
VICTORIA B.C. & TACOMA VIA JAPAN	SUPERIO	Am. str.	—	—	STANDARD OIL CO.	On 8th Aug., at Noon.
VICTORIA B.C. & SEATTLE WASH., &c.	AI MARU	Jap. str.	—	—	STANDARD OIL CO.	On 29th inst.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Jap. str.	1 m.	—	STANDARD OIL CO.	On 18th Aug., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	—	STANDARD OIL CO.	On 3rd Aug., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str.	—	—	STANDARD OIL CO.	On 7th Aug., at Noon.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	—	STANDARD OIL CO.	On 18th Aug., at 5 P.M.
VLADIVOSTOCK	ARCONIA	Rus. str.	—	—	STANDARD OIL CO.	On 4th Sept., at Noon.
Kobe and Yokohama	AWA MARU	Jap. str.	—	—	STANDARD OIL CO.	On 24th inst., at D'light
Kobe and Yokohama	PRINZ SIGISMUND	Ger. str.	—	—	STANDARD OIL CO.	About 24th inst.
NAGASAKI, Kobe & YOKOHAMA	YAWATA MARU	Jap. str.	—	—	STANDARD OIL CO.	On 5th Aug., at Noon.
NAGASAKI, Kobe & YOKOHAMA	YOSHIDA	Jap. str.	—	—	STANDARD OIL CO.	Quick despatch.
CHINGWANGTAO, JAPAN, AMERICA, &c.	AMIRAL EXETER	French str.	—	—	STANDARD OIL CO.	On 28th inst.
TSINGTAU & NEWCHANG	NANKANG	Brit. str.	1 m.	—	STANDARD OIL CO.	On 28th inst., at 4 P.M.
TIENSHIN VIA SWATOW TSINGTAU & CHEFOO	CHIEFING	Brit. str.	—	—	STANDARD OIL CO.	On 24th inst., at Noon.
SHANGHAI	WOSANG	Brit. str.	—	—	STANDARD OIL CO.	To-day, at 4 P.M.
SHANGHAI, YOKOHAMA & Kobe	SLAVIA	Ger. str.	k.w.	—	STANDARD OIL CO.	About 22nd inst.
SHANGHAI	DELTA	Brit. str.	—	—	STANDARD OIL CO.	About 23rd inst.
SHANGHAI, YOKOHAMA & Kobe	VALDIA	Ger. str.	k.w.	—	STANDARD OIL CO.	About 25th inst.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	BUJUN MARU	Jap. str.	—	—	STANDARD OIL CO.	On 28th inst., at 10 A.M.
SHANGHAI, NAGASAKI, Kobe & YOKOHAMA	P. R. LUTTOLD	Ger. str.	—	—	STANDARD OIL CO.	About 29th inst.
SHANGHAI, MOJI & Kobe	MOYORI MARU	Jap. str.	—	—	STANDARD OIL CO.	On 1st August.
SHANGHAI, MOJI, Kobe & YOKOHAMA	MYANMA	Brit. str.	—	—	STANDARD OIL CO.	About 1st August.
SHANGHAI, Kobe & YOKOHAMA	YARRA	French str.	—	—	STANDARD OIL CO.	On 3rd Aug., P.M.
SHANGHAI, YOKOHAMA, Kobe & MOJI	YOKOANG	Brit. str.	—	—	STANDARD OIL CO.	On 14th Aug., at Noon.
SHANGHAI, YOKOHAMA, Kobe & MOJI	CATHAY	Jap. str.	—	—	STANDARD OIL CO.	On 14th Aug., at Noon.
SHANGHAI, YOKOHAMA, Kobe & MOJI	TAIYUAN	Jap. str.	—	—	STANDARD OIL CO.	On 14th Aug., at Noon.
SHANGHAI	JOHIN MARU	Jap. str.	—	—	STANDARD OIL CO.	On 14th Aug., at Noon.
ANPING VIA SWATOW & AMOY	JOHIN MARU	Jap. str.	—	—	STANDARD OIL CO.	On 14th Aug., at Noon.
TAMUI VIA SWATOW & AMOY	JOHIN MARU	Jap. str.	—	—	STANDARD OIL CO.	On 14th Aug., at Noon.
SWATOW, AMOY & FOCHOW	YUENHANG	Brit. str.	—	—	STANDARD OIL CO.	On 14th Aug., at Noon.
MANILA	ZAFIRO	Brit. str.	1 m.	—	STANDARD OIL CO.	On 14th Aug., at Noon.
MANILA	LOONGKANG	Brit. str.	—	—	STANDARD OIL CO.	On 14th Aug., at Noon.
MANILA	RUH	Brit. str.	—	—	STANDARD OIL CO.	On 14th Aug., at Noon.
SANDAKAN	MAUSANG	Brit. str.	—	—	STANDARD OIL CO.	On 14th Aug., at Noon.
KUDAT & SANDAKAN	BOHNO	Brit. str.	—	—	STANDARD OIL CO.	On 14th Aug., at Noon.
BOMBAY VIA SINGAPORE & COLOMBO	YATTOFU MARU	Jap. str.	—	—	STANDARD OIL CO.	On 14th Aug., at Noon.
SINGAPORE, PENANG & CALCUTTA	NAMANG	Rus. str.	—	—	STANDARD OIL CO.	On 14th Aug., at Noon.
SINGAPORE, CALCUTTA & COLOMBO	CUBONA	Rus. str.	—	—	STANDARD OIL CO.	On 14th Aug., at Noon.
BATAVIA, CHERIBON, SAMARANG, &c.	TEBOBAR	Dut. str.	—	—	STANDARD OIL CO.	On 14th Aug., at Noon.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
 HONGKONG, SOUTH CHINA COAST PORTS
 AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
 SUBJECT TO ALTERATION.

FOR	THE CO'S. SS.	LEAVING
ANPING VIA SWATOW, ("SHOSHU MARU")	Capt. IYCHI	WED'DAY, 22nd July, at Noon.
TAMUI VIA SWATOW, ("JOHIN MARU")	Capt. H. S. SMITH	SUNDAY, 26th July, at 9 A.M.
SHANGHAI VIA SWATOW, ("BUJUN MARU")	Capt. M. NEMOTO	WED'DAY, 29th July, at 10 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 22nd July, 1908. T. ARIMA, Manager. 13

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days
 Across the Pacific is the "EMPEROR LINE" Saving 5 to 10 days' Ocean Travel.
 12 DAYS YOKOHAMA to VANCOUVER.
 21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF CHINA" 6,000	SATURDAY, 25th July	15th Aug.	
"GLENFAR" 3,700	SATURDAY, 31st Aug.	6th Sept.	
"LENNOX" 3,700	WEDNESDAY, 2nd Sept.	8th Oct.	
"EMPEROR OF JAPAN" 6,000	THURSDAY, 24th Sept.	12th Oct.	
"EMPEROR OF JAPAN" 6,000	THURSDAY, 22nd Oct.	9th Nov.	
"MONTEAGLE" 6,163	WEDNESDAY, 7th Oct.	21st Oct.	

* S.S. "LENNOX" and "GLENFAR" are Freighters only and do not carry Passengers.
 S.S. "EMPEROR OF JAPAN" and "EMPEROR OF CHINA" are Freighters only and do not carry Passengers.
 S.S. "MONTEAGLE" and "LENNOX" are Freighters only and do not carry Passengers.

THE CHEAPEST ROUTE TO CANADA, UNITED STATES AND EUROPE, calling at
 SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
 YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a special mail
 Express, and at QUEBEC with the C.P. RAILWAY "EMPEROR" Steamships,
 11,000 tons register, thus providing a comfortable and speedy through route to Europe.
 Hongkong to London, 1st Class ... 240 ... 242.
 Intermediate class Steamers ... 240 ... 242.
 and 1st Class Railways.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing
 the American Continent by Canadian Pacific direct Line.
 R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates
 affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy,
 Military, Diplomatic, and Civil Services, and to European Officials in the Service of China
 and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

J. W. CRADDOCK, General Traffic Agent for China,
 Corner Peddar Street and Praya, opposite Blake Pier.

Hongkong, 13th July, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
 VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA
 SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"YARRA" Capt. Sollier	On 3rd Aug., P.M.
MARSEILLES VIA PORTS	"TOURANE" Capt. Laucelin	On 4th Aug., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"AUSTRALIEN" Capt. Verron	On 17th Aug., P.M.
MARSEILLES VIA PORTS	"ARMAND BEHIC" Capt. Guionnet	On 18th Aug., 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta,
 Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
 Through Tickets to London, via Paris, from 227 10s. up to 271 10s. 20 hours Railway
 from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

Hongkong, 21st July, 1908. P. NALIN, ACTING AGENT, Queen's Buildings. 2

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
 VICTORIA, B.C. AND TACOMA
 VIA
 MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
"SUVERIO" 6,232	W. Shotton	On 29th July.	
"KUMERIO" 6,232	Cowley	On 19th August.	
"SHAWMUT" 6,906	E. V. Roberts	On 12th September.	
"TREMONT" 6,906	T. W. Garlick	On 6th October.	

* Storage Passengers only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
 CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
 Accommodation for First and Second Class Passengers. The large size of these vessels ensures
 steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier
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DODWELL & CO., LIMITED, GENERAL AGENTS, Queen's Buildings.

Hongkong, 16th July, 1908.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL
 STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,
 AUSTRALIA, INDIA, ADEN, EGYPT,
 MEDITERRANEAN PORTS,
 PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
 BATAVIA, PERSIAN GULF, CONTINENTAL,
 AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA	About 23rd July	Freight and Passage.
LONDON via USUAL PORTS	DEVANHA	Noon 25th July	See Special Advertisements.
SHANGHAI, MOJI, KOBE, NYANZA and YOKOHAMA	Capt. H. S. Bradshaw	About 1st Aug.	Freight and Passage.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hong Kong, 20th July, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STAMERS	TO SAIL
TSINGTAU and NEWCHANG	"NANCHANG"	On 29th July, 4 P.M.
MANILA ZAMBOANGA, TUESDAY ISLAND, COKTOWN, CAIRNS, TOWNVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 3rd Aug., 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCTION SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

Telephone 36. BUTTERFIELD & SWIRE, AGENTS.

For Freight or Passage, apply to—

Hong Kong, 21st July, 1908.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STAMERS	TO SAIL
YOKOHAMA & KOBE	"PRINZ SIGISMUND"	About Friday, 24th July.
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ LUDWIG"	Wed., 29th July, at Noon.
SHANGHAI, NAGASAKI, KOBE	"PRINZ REGENT LUIPOLO"	About Wed., 29th July.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	Thursday, 18th Aug., at 3 P.M.
KUDAT & SANDAKAN	"BOHNE"	Beginning of Aug.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHRS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hong Kong, 1st July, 1908.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. SILVIA	About 22nd July.
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. VANDALLA	About 25th July.
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. SLAVONIA	About 28th July.
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. SLAVONIA	About 28th July.
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. SLAVONIA	About 28th July.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hong Kong, 21st July, 1908.

Hong Kong Office.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STAMERS	TO SAIL
SHANGHAI	"WOSANG"	Wed., 22nd July, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMBANG"	Thursday, 23rd July, Noon.
TSINGTAU & CHEFOO	"CHIPSING"	Friday, 24th July, Noon.
MANILA	"YUENBANG"	Friday, 24th July, 4 P.M.
SANDAKAN	"MAUSANG"	Friday, 24th July, Noon.
MANILA	"LOONGSANG"	Friday, 31st July, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOI	"POOKSANG"	Friday, 14th Aug., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMBANG" and "POOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chosen, Tientsin and Newchang.

Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Jesselton and Labuan.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

Hong Kong, 22nd July, 1908.

GENERAL MANAGERS.

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CHARGEURS REUNIS

FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via SUEZ:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chinwangtao, (Peking Tientsin), Kobe, Yokohama, Genoa to Hongkong in 30 DAYS.

NAPLES to HONGKONG in 29 DAYS.

Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANSPACIFIC:—Victoria (B.C.), Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland } via Vancouver

Passengers to Overland and Europe } via Vancouver

YOKOHAMA to VANCOUVER 13 DAYS

YOKOHAMA to LONDON and PARIS 25 DAYS

HOMEWARD via MAGELLAN STRAIT:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

AMIRAL EXELMANS 25th July	MAITE	12th Oct.
OUESSENT 27th Aug.	CEYLAN	28th Nov.
	CORSE	11th Jan. 09

No Passengers. Intermediate Class and Rates of Passage.
New Twin Screw, 18,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,
FRENCH MAIL OFFICE.

Hong Kong, 4th June, 1908.

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HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and Staterooms, Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 25th July, Noon.
RUBI	2540	R. W. Almond	Manila	On 1st Aug., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hong Kong, 20th July, 1908.

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NIPPON YUSEN KAISHA.

EXTRA SAILING EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

THE Company's Newly Built Passenger Steamer

"KAMO MARU"

(Tons 9000 Gross Reg.—Captain F. L. Sommer)

Will be despatched as above on WEDNESDAY, 12th August, at Daylight. Every known Comfort provided on Board for Travellers: First Class Staterooms Ample and comprising ordinary Two Berth Cabins, Single Berth Cabins and Full Suite. Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewardess. Unexcelled service.

Cheapest Passage Rates to Europe and Around the World. For further particulars, apply to

NIPPON YUSEN KAISHA.

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NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	BINGO MARU, Capt. A. Christensen, Tons 6217	WED., 5th Aug., at Daylight
VICTORIA, B.C., and SEATTLE, WASH., via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	AKI MARU, Capt. M. Yagi, Tons 6144	TUESDAY, 18th Aug., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	KUMANO MARU, Capt. N. Mathieson, Tons 5076	FRIDAY, 7th Aug., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	YAWATA MARU, Capt. K. Homma, Tons 3817	FRIDAY, 4th Sept., at Noon.
SHANGHAI, MOJI and KOBE	AWA MARU, Capt. A. Kishi, Tons 6309	FRIDAY, 24th July, at Daylight.
YOKOHAMA	YETOROFU MARU, Capt. K. Sato, Tons 4126	MONDAY, 27th July, at Noon.
YOKOHAMA	MOYORI MARU, Capt. J. Hands, Tons 3773	SATURDAY, 1st Aug., at Noon.
YOKOHAMA	YAWATA MARU, Capt. K. Homma, Tons 3817	WED., 5th Aug., at Noon.

Fitted with Marconi's System of Wireless Telegraphy.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hong Kong, 21st July, 1908.

T. KUSUMOTO,

MANAGER.

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EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STAMERS	DATE OF SAILING.
VLADIVOSTOCK	"ARCONIA"	End of July.
SINGAPORE, CALCUTTA & COLOMBO	"CURONIA"	On 14th August.
SHANGHAI, YOKOHAMA & KOBE	"CATHAY"	Middle of Aug.
MARSEILLES, HAVRE & COPENHAGEN	"CATHAY"	Middle of Sept.

For Further Particulars, apply to

Hong Kong, 18th July, 1908.

MELOHRS & CO.,

AGENTS.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXP. DEPT. ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	Second half of July	JAVA	Second half of July
TJIKINI	JAVA	Second half of July	JAPAN	Second half of July
TJILIWONG	JAPAN	First half of Aug.	JAVA	First half of Aug.
TJILATIAP	JAVA	First half of Aug.	SHANGHAI	First half of Aug.
TJIPANAS	JAPAN	First half of Aug.	JAVA	First half of Aug.
TJIMAH	JAVA	Second half of Aug.	SHANGHAI	Second half of Aug.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hong Kong, 18th July, 1908.

Telephone No. 375.

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THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.HEAD OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.Head Office for the Far East:—
16, DES VOUX ROAD, HONGKONG.Japan Office:—
14, WATER STREET, YOKOHAMA.

FOUNDING OF A MANILA LAUNCH.

MANY LIVES LOST.
A typhoon experienced at Manila on the 16th inst. caused a launch named the San Gabriel to founder with the loss of many lives. The launch reported to be owned by Lichauco and Company, left Manila last Thursday morning at 9 o'clock to make her usual trip to Corregidor. She carried among her many passengers three Americans and nearly 100 Filipinos. About two hours later, just about four miles off Corregidor, the storm, which had been raging all the time, became so violent that it caused the foundering of the launch. Until 2.30 o'clock the condition of the ill-fated passengers was an extremely dangerous one and how many met a watery grave before aid could be brought them will perhaps never be revealed.

Drifting in the water, hanging on to a life preserver here and to some plank there, the doomed people saw the approach of the small launch "De la Rama" which removed four of the San Gabriel's passengers. Then appeared the British steamer "Suverio" and as speedily as possible 35 natives and a number of artillery men who had been aboard the "De la Rama," bound for Manila, were picked up by the "Suverio."

The "Suverio" picked up also many of the passengers of the San Gabriel, and the rescued people expressed their gratitude in the following letter:—"To the Captain, Officers and Crew of the British steamer 'Suverio'. We, the undersigned, soldiers and citizens of the United States of America, testify that we witnessed the heroic and successful rescue of the survivors of the Philippine launch 'San Gabriel' in Manila Bay, this 16th day of July, 1908. We also wish to thank the captain for the kind treatment shown us as passengers after having been taken aboard his vessel from the launch De la Rama, and thus saved us from possible drowning. We are full of gratitude for his kindness, admire his courage and gallantry, and feel certain that only the timely arrival of the 'Suverio' and prompt assistance by her captain, officers and crew, saved the lives of all those who take occasion to add their signatures to this poor expression of their appreciation. (Signed) Corporal Hans Hornborell, Corporal James Stevenson, Corporal Ervin Tolaz and Napier all of the 35th company of coast artillery, and three civilian foremen of the engineer department."

MR. BRYAN'S TACTICS.

THE PHILIPPINES AS A PAWN.
Mr. Bryan is reported to have stated recently (says the Globe New York correspondent) that his place has come for the United States to fulfil its pledge to the people of the Philippines to give them self-government, as soon as they had proved themselves worthy of such a mark of confidence. Curiously enough the Philippine Assembly has actually passed a resolution demanding immediate granting of complete independence. Mr. Taft has declined to express any opinion on the subject for publication just now, but he will take the first favourable opportunity of stating his position very clearly. Mr. Taft has had a tender place in his heart for the Philippines ever since he lived among them, but he is known to be under no illusions as to their political fitness for independence. They will not be ready, he thinks, for quite a generation to come, and he will doubtless say so in one of the earliest of his speeches in the forthcoming campaign.

It is considered desirable that he should force this issue, as Mr. Bryan seems disposed to make partly capital out of the question, but according to current report he is not now prepared to go the length of demanding immediate independence. He thinks the Philippines will be content with a small extension of their present autonomous privileges, and therein he makes a great mistake. As far as can be ascertained all the Filipino leaders (Mr. Taft knows every one of them well) insist that the United States Government is bound to give them complete independence, and they will be contented with nothing less. Suggestions that a mild sort of Home Rule would meet all the needs of the case have been resolutely rejected. The Filipinos look to Mr. Bryan to champion their cause, and they are justified in doing so, in view of some of the published utterances of the Democratic leader.

But your correspondent ventures to predict that Mr. Bryan's idea of Philippine autonomy is a very different thing to that cherished by the Filipino leaders. Mr. Bryan has discovered that the people of this country are prepared to fight to the last ditch rather than hand over the Philippines to the Filipinos, with the certain and early result that the islands would be grabbed either by Japan or some other Power. Mr. Bryan is not unconvinced to making changes of front. The managers of the Democratic campaign will take good care that he makes one at an early date on this Filipino independence question.

MITSUBISHI DOCKYARD AND ENGINE WORKS, YAGASAKI.

CODE WORD: "DOCK."
A.I. A.B.C. and Engineering Code Used
NEW DOCK NOW OPEN.
DOCK NO. 8.Extreme Length... 723 feet.
Length on Blocks... 714 "
Width of Entrance on Top... 864 "
Width of Entrance on Bottom... 884 "
Water on Blocks at Spring Tide 84'DOCK NO. 1.
Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 88 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide 64'DOCK NO. 2.
Extreme Length... 371 feet.
Length on Blocks... 353 "
Width of Entrance on Top... 65 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide 22'

PATENT SLIP.

Suitable for vessels up to 1,000

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES for undertaking BUILDING or REPAIRING SHIPS, ENGINES and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.
THE COMPANY has the powerful steamer "OULU-MARU" (712 tons, 700 I.H.P. specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for service.)

APIOLINE.

(CHAPOTEAUT)



LADIES' SAFE REMEDY.

For functional troubles, delay, pain and those irregularities peculiar to the sex.

Prescribed by the highest French Medical authorities and superior to Tansey, steel Drops and Penny royal.
CHAPOTEAUT, 8, rue Vivienne, Paris.
Sold by all Chemists.

THE NEW FRENCH REMEDY

TRADE MARK

This successful and highly popular remedy, used in the Continental Hospitals by Kord, Kottan, Jobert, Velpeau and others, combines all the elements to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a remedy, often a necessary one, for the treatment of the disease which is the result of the use of which does irreparable harm by laying the foundation of serious and other serious diseases. It is a powerful, pleasant, and effective remedy for the treatment of the disease, and is the only one of the kind which has been found to be so effective.

THERAPION No. 2 is a remedy for the treatment of the disease, and is the only one of the kind which has been found to be so effective. It is a powerful, pleasant, and effective remedy for the treatment of the disease, and is the only one of the kind which has been found to be so effective.

THERAPION No. 3 is a remedy for the treatment of the disease, and is the only one of the kind which has been found to be so effective. It is a powerful, pleasant, and effective remedy for the treatment of the disease, and is the only one of the kind which has been found to be so effective.

THERAPION No. 4 is a remedy for the treatment of the disease, and is the only one of the kind which has been found to be so effective. It is a powerful, pleasant, and effective remedy for the treatment of the disease, and is the only one of the kind which has been found to be so effective.

THERAPION No. 5 is a remedy for the treatment of the disease, and is the only one of the kind which has been found to be so effective. It is a powerful, pleasant, and effective remedy for the treatment of the disease, and is the only one of the kind which has been found to be so effective.

POST OFFICE NOTICE

The Delta, with the English mail of the 26th June left Singapore on Saturday, the 18th inst. at 9.30 a.m. and may be expected here to-day, at 4 p.m. This packet brings replies to letters despatched from Hongkong on the 26th May, and the parcel mails closed in London for despatch by the all sea route on the 17th June, and for despatch overland on the 24th June.

FOR	PER	DATE
Swatow, Amoy and Anying	Shoohu Maru	Wednesday, 22nd, 1.0 P.M.
Macao	Sui Tai	Wednesday, 22nd, 1.15 P.M.
Bombay	Bourbon	Wednesday, 22nd, 3.00 P.M.
Shanghai	Wong	Wednesday, 22nd, 3.00 P.M.
Singapore	Pheung Feh	Wednesday, 22nd, 3.00 P.M.
Amoy	Hong Mok	Wednesday, 22nd, 5.00 P.M.
Shanghai	Amoy	Wednesday, 22nd, 5.00 P.M.
Hollow and Hainan	Amoy	Wednesday, 22nd, 5.00 P.M.
Singapore, Penang and Calcutta	Amoy	Wednesday, 22nd, 5.00 P.M.
Macao	Amoy	Wednesday, 22nd, 5.00 P.M.
Swatow, Amoy and Anying	Amoy	Wednesday, 22nd, 5.00 P.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)

Swatow, Amoy and Fookow	Haiching	Friday, 24th, 1.00 P.M.
Macao	Sui Tai	Friday, 24th, 1.15 P.M.
Manila	Yuenang	Friday, 24th, 3.00 P.M.
Manila	Zafiro	Saturday, 25th, 10.00 A.M.
Europe, India via Tutuorin	Printed Matter and Samples	Registration, 10.00 A.M.
Europe, India via Tutuorin	Registration, with late fee of 10 cents, up to 10.45 A.M.	Registration, 10.00 A.M.
Europe, India via Tutuorin	Registration, with late fee of 10 cents, up to 10.45 A.M.	Registration, 10.00 A.M.
Europe, India via Tutuorin	Registration, with late fee of 10 cents, up to 10.45 A.M.	Registration, 10.00 A.M.
Europe, India via Tutuorin	Registration, with late fee of 10 cents, up to 10.45 A.M.	Registration, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)

Yokohama, Kobe and Moji	Tykin	Monday, 27th, 4.00 P.M.
Yokohama, Kobe and Moji	Manang	Tuesday, 28th, 11.00 A.M.
Yokohama, Kobe and Moji	Tykin	Tuesday, 28th, 4.00 P.M.
Yokohama, Kobe and Moji	Manang	Tuesday, 28th, 4.00 P.M.
Yokohama, Kobe and Moji	Tykin	Tuesday, 28th, 4.00 P.M.
Yokohama, Kobe and Moji	Manang	Tuesday, 28th, 4.00 P.M.

Europe, India via Tutuorin (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Europe, India via Tutuorin	Printed Matter and Samples	Registration, 10.00 A.M.
Europe, India via Tutuorin	Registration, with late fee of 10 cents, up to 10.45 A.M.	Registration, 10.00 A.M.
Europe, India via Tutuorin	Registration, with late fee of 10 cents, up to 10.45 A.M.	Registration, 10.00 A.M.
Europe, India via Tutuorin	Registration, with late fee of 10 cents, up to 10.45 A.M.	Registration, 10.00 A.M.
Europe, India via Tutuorin	Registration, with late fee of 10 cents, up to 10.45 A.M.	Registration, 10.00 A.M.
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TO-DAY: Alexandra Cinema-Theatre, Zeland Street, 9, 9.15 and 10.30 p.m.

COMMERCIAL

EXCHANGE CLOSING QUOTATIONS: July 21st

On LONDON	Telegraphic Transfer	1.94
Bank Bills, on demand	1.94	
Bank Bills, at 80 days sight	1.94	
Bank Bills, at 4 months sight	1.94	
Credit, at 4 months sight	1.94	
Documentary Bills 4 months sight	1.94	
On PARIS	Bank Bills, on demand	228
Credit, at 4 months sight	231	
On GERMANY	Bank Bills, on demand	184
On NEW YORK	Bank Bills, on demand	43
Credit, at 60 days sight	43	
On BOMBAY	Telegraphic Transfer	136
Bank, on demand	136	
On CALCUTTA	Telegraphic Transfer	136
Bank, on demand	136	
On SHANGHAI	Bank, at sight	744
Private, 30 days sight	751	
ON YOKOHAMA	On demand	88
ON MANILA	On demand	88
ON SINGAPORE	On demand	77
ON BATAVIA	On demand	108
ON HAIKONG	On demand	53 p.m.
ON SAIKONG	On demand	53 p.m.
ON BANGKOK	On demand	53 p.m.
SOVEREIGNS, Bank's Buying Rate	10.90	
GOLD LEAF, 100 line, per tola	457.20	
SILVER, per tola	44	

SUBSIDIARY COINS.	per cent.
Chinese 20 cents pieces	\$3.95 discount
" 10 " "	9.26 "
Hongkong 20 " "	8.65 "
" 10 " "	8.75 "

OPIUM.

Quotations are—	July 20th
Malwa New	\$920 per picul.
Malwa Old	\$855 "
Malwa Older	\$870/80 "
Malwa V. Old	\$1010/80 "
Persian fine quality	\$800 "
Persian extra fine	\$880 "
Patna New	\$1065 per chest.
Patna Old	" "
Banars New	\$975 "
Banars Old	" "

STEAMERS PASSED THE CANAL.

July 1st—Senegambia, Slavonia, Lueria, 2nd—Orontes (delayed through mutilation), 4th—Ceylon, Javira, Nyanga, Pak-Ling, 8th—Bengale, Indragadi, Satsuma, Sithonia, Shimsa, 11th—Denbighshire, Sumatra, Yarra, Myrionion, Prican, Tania, 14th—Dionaea, Glaucon, Prican, Tania, 18th—Amlia, Domeneu, Palma, Hator, Tonkin, Mackay, Yunnan, Boveria, Selanga, Andalusia.

ARRIVAL AT HOME.

July 17th—Yangtze.

PASSENGERS.

Per Zafiro, from Manila, Mr and Mrs Whitmarsh, Madame Frieche, Master Bauman, Messrs. A. K. Johnston, L. Sligman, H. Bates, J. Sylvester, T. Couzane and W. H. Robertson.

DEPARTED.

Per Empire, for Australian Ports, Mr and Mrs Alcock, Mr and Mrs Butler, Misses Colmar and Newbury, Lieut. Barrow, Lieut. Carlos, Capt. Morris, Messrs. Lobo, J. McTigue, R. P. Miller, W. Eaton, A. E. Robinson, G. W. Tullidge and G. G. Wright. Per Shimsa, for Seattle, Mr and Mrs G. A. Hancock, Capt. and Mrs. A. J. Thompson and child, Misses S. Fujimatsu and T. Michima, Lieut. A. W. Chapman, Messrs. S. Toyoshima, Goto, H. B. Manderson, and Ito. Per Caledonia, for Marseilles, Mr and Mrs Kozel, Mr and Mrs Raymond, Mr and Mrs E. H. Elias, Mrs Sassoon & baby, Mrs Frieche, Mrs Domonion, Misses Yamo, Chembon, Y. Oyama and W. Wistrip, Rev. F. Girard, Rev. F. Monnier, Messrs. E. Favier, K. Baumgartel, Schullis, Krier, Talmage, Tudor, Broadie, Tribony, Matoni, Korvianco, Babiani, Hama, H. Nishijima, J. Vischers, G. Sydney, B. Schlabach, Kawana, Lesau, Phitadi, C. Perry, Chrysocope, P. Liffingham, Fuchmann, Meyer, Le Saint, Villette, Gissorio, Roigiant, Corregio, Marais, Nakamura, K. Koura, A. Eschamler, Burmaster, J. Moses, Nishiva, Ono, Bourgingnat, L. Seligmann, P. Blum and K. Engel.

HONGKONG TIDE TABLE.

From July 22nd to 28th, 1903.

Day of Week	HIGH WATER.		LOW WATER.	
	Hongkong Mean Time.	Height.	Hongkong Mean Time.	Height.
Wed. 21	h. m.	ft. in.	h. m.	ft. in.
Thurs. 22	4 45	5 11	11 25	2 8
Fri. 23	5 25	5 11	12 40	2 8
Sat. 24	6 45	5 11	1 21	3 3
Sun. 25	8 10	4 1	1 57	1 8
Mon. 26	9 10	4 1	2 57	2 1
Tues. 27	10 10	4 1	3 57	2 1
Wed. 28	11 10	4 1	4 57	2 1

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 21st.

Barometer	Therm. (Wetbulb)	Therm. (Drybulb)	Therm. (Max.)	Therm. (Min.)
29.67	29.73	29.65	83	83
80	83	83	83	83
80	83	83	83	83
80	83	83	83	83
80	83	83	83	83
80	83	83	83	83

MESSRS. FALCONER & CO.'S REGISTER.

July 21st.

Barometer	Therm. (Wetbulb)	Therm. (Drybulb)	Therm. (Max.)	Therm. (Min.)
29.70	29.70	29.60	83	83
29.70	29.70	29.60	83	83
29.70	29.70	29.60	83	83
29.70	29.70	29.60	83	83
29.70	29.70	29.60	83	83
29.70	29.70	29.60	83	83

JOINT STOCK SHARES.

Hongkong, July 21st.

COMPANY.	PAID UP.	QUOTATIONS.
Alkantara	Rs. 200	Nominal.
Banking		
Hongkong & Shanghai	\$125	\$760, buyers
National B. of China	20	\$51, buyers
Pell's Asbestos Co.	125	64, sellers
China-Borneo Co.	125	\$101, sellers
China Light & P. Co.	125	\$101, sellers
China Provident	125	\$101, buyers
Cotton Mills		
Ewo	115	50, sellers
Hongkong	115	\$11, buyers
International	115	75, sellers
Leong Kung Mow	115	100, sellers
Soyabco	115	200, sellers
Dairy Farm	115	\$194, buyers
Docks and Wharves		
H. & K. Ward & G.	115	\$43, sellers
H. & W. Dock	115	\$103, buyers
New Amoy Dock	115	\$94, sellers
Shanghai Dock	115	\$103, sal. & b.
Shai & H. Wharf	115	\$103, sellers
Fairwick & Co., Geo.	115	\$12, sellers
Green Island Cement	115	\$10, sellers
Hongkong & C. Gas	210	\$155, sales
Hongkong Electric	210	\$16, buyers
Hongkong Hotel Co.	210	\$85, sellers
Hongkong Ice Co.	210	\$25, buyers
H. K. Mill	210	Nominal.
In Liquidation	210	\$2, x.d. sellers
Hongkong Rope Co.	210	\$2, x.d. sellers
Insurance		
Canton	210	\$225, sellers
China Fire	210	\$225, buyers
China Traders	210	\$225, buyers
Hongkong Fire	210	\$225, buyers
North China	210	\$225, buyers
Yongtong	210	\$225, buyers
Land and Building		
Hongkong Land	210	\$225, buyers
Humphreys & Co.	210	\$225, buyers
Kowloon Land & B.	210	\$225, buyers
Shanghai Land	210	\$225, buyers
West Point Building	210	\$225, buyers
Mining		
Charbonnages	210	\$225, buyers
Raubs	210	\$225, buyers
Peak Tramways	210	\$225, buyers
Philippine Co.	210	\$225, buyers
Batteries		
China Sugar	210	\$225, buyers
Lozon Sugar	210	\$225, buyers
Steamship Companies		
China and Manila	210	\$225, buyers
Douglas Steamship	210	\$225, buyers
H. Canton & M.	210	\$225, buyers
Indo-China S.N. Co.	210	\$225, buyers
Shell Transport Co.	210	\$225, buyers
Star Ferry	210	\$225, buyers
Do, New	210	\$225, buyers
South China M. Post	210	\$225, buyers
Steam Laundry Co.	210	\$225, buyers
Stores & Dispensaries		
Campbell, M. & Co.	210	\$225, buyers
Powell & Co., W.	210	\$225, buyers
Watson & Co., A.S.	210	\$225, buyers
Weissmann, Ld.	210	\$225, buyers
United Asbestos	210	\$225, buyers
Lo. Founders	210	\$225, buyers
Union Waterboat Co.	210	\$225, buyers

VERNON & SMITH.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. P. E. Adams	Miss K. A. Massey
Mr. C. F. Farner	Mr. G. W. McKean
Mr. H. B. Bates	Mr. and Mrs. J. H. N.
Mr. H. G. Batescombe	Mr. and Mrs. J. H. N.
Mr. H. Benson	Mr. and Mrs. J. H. N.
Mr. G. D. R. Black	Mr. and Mrs. J. H. N.
Mr. G. D. R. Black	Mr. and Mrs. J. H. N.
Mr. F. Bonnet	Mr. and Mrs. J. H. N.
Mr. T. Brydolf	Mr. and Mrs. J. H. N.
Mr. J. C. Brown	Mr. and Mrs. J. H. N.
Mr. W. C. Bunnor	Mr. and Mrs. J. H. N.
Mr. S. C. de Lusieri	Mr. and Mrs. J. H. N.
Mr. H. E. Colvin	Mr. and Mrs. J. H. N.
Mr. H. L. Condon	Mr. and Mrs. J. H. N.
Mr. W. H. Copp	Mr. and Mrs. J. H. N.
Miss Copp	Mr. and Mrs. J. H. N.
Mr. M. Courtney and child	Mr. and Mrs. J. H. N.
Mr. A. H. Crook	Mr. and Mrs. J. H. N.
Mr. E. W. Day	Mr. and Mrs. J. H. N.
Mr. & Mrs. Z. G. Dunn	Mr. and Mrs. J. H. N.
Mr. F. Esom	Mr. and Mrs. J. H. N.
Madame La Franchise	Mr. and Mrs. J. H. N.
Mr. Denman Fuller	Mr. and Mrs. J. H. N.
Mr. S. J. Fuller	Mr. and Mrs. J. H. N.
Mr. C. A. Hall	Mr. and Mrs. J. H. N.
Mr. R. Harding	Mr. and Mrs. J. H. N.
Mr. G. V. Hayes	Mr. and Mrs. J. H. N.
Mr. H. M. Hill	Mr. and Mrs. J. H. N.
Mr. J. Jones	Mr. and Mrs. J. H. N.
Mr. M. C. Jobin	Mr. and Mrs. J. H. N.
Mr. S. J. Joseph	Mr. and Mrs. J. H. N.
Mr. C. A. Keith	Mr. and Mrs. J. H. N.
Mr. G. Little	Mr. and Mrs. J. H. N.
Mr. P. Luffingham	Mr. and Mrs. J. H. N.
Mr. & Mrs. J. Abegg	Mr. and Mrs. J. H. N.
Mr. J. B. Algie	Mr. and Mrs. J. H. N.
Mr. T. C. Anderson	Mr. and Mrs. J. H. N.
Mr. V. L. Andrews	Mr. and Mrs. J. H. N.
Mr. Chas. F. Aisbury	Mr. and Mrs. J. H. N.
Mr. Ervin J. Bobo	Mr. and Mrs. J. H. N.
Mr. W. Burmaster	Mr. and Mrs. J. H. N.
Mr. A. Clonck	Mr. and Mrs. J. H. N.
Miss J. J. Cooper	Mr. and Mrs. J. H. N.
Mr. Barry D. Cooper	Mr. and Mrs. J. H. N.
Mr. G. H. Corse	Mr. and Mrs. J. H. N.
Mr. Frieche	Mr. and Mrs. J. H. N.
Mr. & Mrs. Helu	Mr. and Mrs. J. H. N.
Mr. Clark James	Mr. and Mrs. J. H. N.
Mr. A. B. Johnson	Mr. and Mrs. J. H. N.
Dr. Ludovig	Mr. and Mrs. J. H. N.
Dr. H. L. Lushington	Mr. and Mrs. J. H. N.
Dr. Mahlo	Mr. and Mrs. J. H. N.
Mr. E. Arndt	Mr. and Mrs. J. H.